



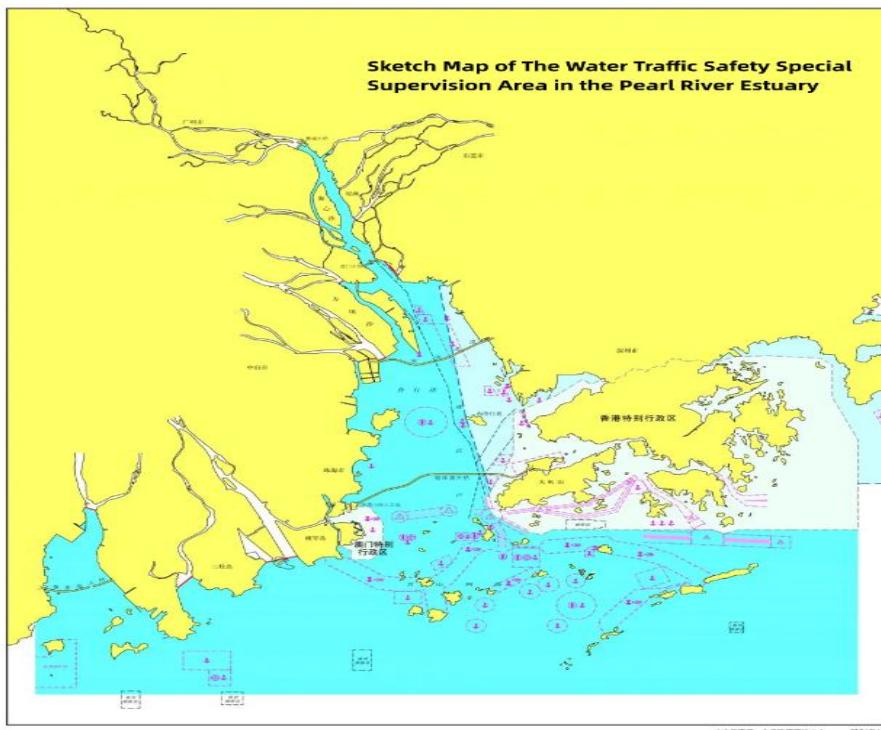
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The “Provisions on the Administration of Water Traffic Safety Special Supervision Area in the Pearl River Estuary (for Trial Implementation)” Came into Force on July 1, 2024

Dear Sir/Madam,

On April 11, 2024, Guangdong MSA (Guangdong MSA) released the “Provisions on

the Administration of Water Traffic Safety Special Supervision Area in Pearl River Estuary (for Trial Implementation)" (hereinafter referred to as the "Provisions"), which has been implemented on a trial basis from July 1, 2024 and will be valid for two years. We hereby issue this Circular to provide a brief introduction with regard to the contents that closely related to the ships that navigating, berthing, and operating within the Special Supervision Area for the reference of the Clubs and their Members.

Main Contents

The "Provisions" consist of thirty-three Articles, among which the contents closely related to ships that navigating, berthing, and operating within the Special Supervision Area are set out and explained hereunder:

1. Requirements on Ship's UKC (Article 8)

Maintaining sufficient UKC (under keel clearance) is crucial for the safety navigating, berthing, and operation of ships. In order to avoid grounding accidents and in the meantime to better control the entry and exit of certain ships that beyond the regular operation capacity of a specific fairway, Article 8 of the "Provisions" provides explicit requirements on UKC for ships that navigating and operating within the Special Supervision Area based on factors such as the location of the ship, ship's type, ship's DWT and navigation status, in combination with the characteristics of the fairway as well as the hydrological and meteorological conditions within the Special Supervision Area.

2. General Navigation Regulations (Articles 9 to 14)

(1) Article 9 provides a description of the general actions and regulations that to be followed by ships navigating along the fairway. The content of the first paragraph is consistent with Paragraph 1, Rule 9 (Narrow Channels) of the "Convention on the International Regulations for Preventing Collisions at Sea, 1972" (COLREGS), which

guides ships to steer as far as practicable to her starboard side respectively under the premise of ensuring their own safety, standardizes the traffic flow of ships navigating along the fairway to reduce the possibility of the formation of head-on situations and improve the navigation safety. In addition, the third and fourth paragraphs stipulate the fundamental principles for use of the fairway by shallow draught ships according to their specific drafts, so as to avoid small ships with drafts less than 5 meters occupying the main channel for a long time and affecting the safety and efficiency passage of deep draught ships that can only navigate safely within the fairway.

(2) Article 10 specifies that a ship entering or leaving the fairway shall keep out of the way of the ship sailing along the fairway. In addition, the Article also draws on Paragraph 5, Rule 9 of the COLREGS, 1972 concerning the actions of ships when overtaking other ships in narrow channels or fairways, i.e. when entering or exiting the fairway can take place only if the ships sailing along the fairway has to take corresponding safety actions to permit safe entering or exiting, the ship entering or exiting the fairway shall contact and coordinate with the ship sailing along the fairway in advance to avoid collision and ensure navigation safety.

(3) Drawing on Paragraph 3, Rule 10 of the COLREGS, 1972 concerning the action to be taken by the ship when crossing the traffic lane, Article 11 of the "Provisions" specifies the collision avoidance actions and obligations to be taken between the ships when crossing the fairway, as well as the warning signals to be displayed or sounded by the crossing ship before crossing and the means of manoeuvre when crossing. Such stipulation effectively reduces the risk of collision between the ships crossing the fairway and the ships navigating along the fairway.

(4) Article 12, 13 and 14 aim to: (i) make it clear that ships shall avoid meeting at the turns of the fairway and define the collision avoidance relationship between ships when they meet in some specific water areas, and (ii) considering there are curved sections within some special water areas, insufficient water depth outside the fairway, high traffic density and the confined collision avoidance spaces, ships within

these areas are prone to collide when overtaking, navigating in parallel and turning around. Therefore, the aforementioned manoeuvres are prohibited in certain water areas in order to minimize the risk of collision.

3. Speed Restrictions (Article 15)

Taking into account of the actual needs and conditions of the fairway, Article 15 specifies the rules for slow navigation in certain special areas and the specific speed limitations in some water areas listed therein. Considering the characteristics of high-speed passenger ships and the actual demand of passenger transport, the speed limit of high-speed passenger ships is exempted.

4. Navigation Requirements in Restricted Visibility (Article 16)

On the basis of Rule 19 and 35 of the COLREGS, Article 16 of the "Provision" specifies the rules for ship's actions when navigating in restricted visibility. In addition, it clarifies the requirements for restricting speeds and prohibiting navigation under certain visibility, as well as the circumstances under which reports must be made to MSA. This article also provides a conditional exemption for high-speed passenger ships and cruise liners.

5. Critical Equipment Testing and Reporting (Article 20)

Similar to the self-inspection requirements for ships entering the Yangtze River Deep water Channel, Article 20 of the "Provisions" put forward requirements on the testing of engines, steering gears, communication and emergency equipment for ships more than 50,000 DWT and intending to entering the Guangzhou Port seaward fairway or the main fairway of Gaolan Port in Zhuhai to ensure those equipment are in good technical condition. Ships shall confirm that such test have been completed in accordance with the requirements when reporting the voyage plans to the VTS center.

6. Navigation Requirements in Bridge Areas (Articles 22 to 24)

The navigable waters in the bridge areas are restricted and the traffic flow is dense, resulting in higher navigation risks. Article 22 to 24 of the "Provisions" explicitly prohibit ships from crossing non-navigable bridge openings and it is required that when ships pass through bridges in the Special Supervision Areas, they should choose and use appropriate bridge openings based on their tonnage and the technical scale of the bridge openings, navigate with their engine on stand-by. At the same time, they should endeavor to avoid meeting beneath the bridge openings. In addition, in order to protect the safety of the piers of non-navigable openings in Shenzhong Passage and the Huangmaohai Cross Sea Passage, Article 24 also sets navigation prohibited areas.

Our Suggestions

The implementation of the "Provisions" has provided guarantee for strengthening the management of water traffic safety, maintaining regional water traffic order, and ensuring the safety of navigation, berthing and operation of ships in the Pearl River estuary Special Supervision Area.

We suggest ships strictly abide by the regulations and carefully study the "Provisions", especially the important Articles mentioned above, before entering the Special Supervision Area so as to fully understand the navigation environment, such as the characteristics, width and depth of the fairway to be used, the traffic flow, the distribution of bridges, turning areas, navigation prohibited areas, the offshore wind farms and the specific location of obstacles and dangerous areas etc. within the supervision area.

Meanwhile, ships should develop detailed voyage plans and effectively implement them, maintain safe speed and good communication with other ships. Officers in charge of navigation should maintain proper lookout and a high degree of situation

awareness, closely monitor the surrounding navigation environment, take early collision avoidance measures to avoid collision accidents.

Should you have any inquiries, please feel free to contact Huatai Beijing (pni.bj@huatai-serv.com) or our local branch offices.

Best regards,



CUI Jiyu
Head of Marine Team

Free Translation

珠江口水上交通安全特别监管区管理规定

(试行)

Provisions on the Administration of Water Traffic Safety Special Supervision Area in the Pearl River Estuary (for Trial Implementation)

第一条 为加强珠江口水上交通安全监督管理,维护水上交通秩序,保障人民群众生命和财产安全,提升海事管理机构服务水平,依据《中华人民共和国海上交通安全法》《1972年国际海上避碰规则》等有关法律、法规、规章、国际公约,制定本规定。

Article 1 This provision is formulated in accordance with the Maritime Traffic Safety Law of the People's Republic of China, the Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREGS) and other relevant laws, regulations, rules and international conventions in order to strengthen the supervision and administration of maritime traffic safety in the Pearl River Estuary, maintain the maritime traffic order, safeguard the safety of people's lives and property, and improve the service level of MSA.

第二条 在珠江口水上交通安全特别监管区(以下简称特别监管区)内从事航行、停泊、作业以及其他与水上交通安全相关的活动,适用本规定。

Article 2 This provision applies to navigation, berthing, operation and other activities related to water traffic safety in the Pearl River estuary water traffic safety Special Supervision Area (hereinafter referred to as the "Special Supervision Area").

第三条 广东海事局统一实施特别监管区水上交通安全监督管理和服务保障。

广州海事局、东莞海事局、珠海海事局、江门海事局、中山海事局、港珠澳大桥海事局依照职责,具体负责对所管辖特别监管区海域实施水上交通安全监督管理和服务保障。

Article 3: Guangdong MSA shall uniformly implement the supervision, management, and service guarantee of water traffic safety in Special Supervision Areas.

The Guangzhou MSA, Dongguan MSA, Zhuhai MSA, Jiangmen MSA, Zhongshan MSA, and Hong Kong-Zhuhai-Macao Bridge MSA shall, in accordance with their responsibilities, be specifically responsible for the supervision, management, and service guarantee of water traffic safety in the Special Supervision Areas under their jurisdiction.

第四条 鼓励船舶采用数字化信息技术或者装备对航行、停泊、作业以及其他与水上交通安全相关的活动进行管理和监控。

海事管理机构利用数字化信息技术为船舶提供航行安全服务保障。

Article 4: Encourage ships to use digital information technology or equipment to manage and monitor navigation, berthing, operation, and other activities related to water traffic safety.

The MSA shall use digital information technology to provide navigation safety services for ships.

第五条 海事管理机构应当依法划定、调整船舶定线区、船舶报告区、交通管制区、禁航区、安全作业区和港外锚地等海上交通功能区域，并以通告、公告、航行通（警）告等适当方式对外公布。

船舶定线区包括分道通航制、双向航路、推荐航路、推荐航线、避航区、禁锚区、沿岸通航带、环形道、警戒区和深水航路等。

Article 5: The MSA shall, in accordance with the law, delineate and adjust maritime traffic functional areas such as the ship routing areas, ship reporting areas, traffic control areas, navigation prohibited areas, safety operation areas and roadsteads and publish them to the public through appropriate means such as notices, announcements, navigation notices (warnings), etc.

The ship routing area includes traffic separation scheme (TSS), two-way route, recommended route, avoidance area, anchor prohibited area, inshore traffic zone, roundabout, precautionary area, and deep-water route.

第六条 海洋工程、海岸工程建设施工、运营期间影响海上交通安全的，建设单位、施工单位、所有人或者经营人应当根据情况配备防止船舶碰撞的设施、设备并设置专用航标。防止船舶碰撞的设施、设备包括硬件设施、设备和监控预警系统等。

防止船舶碰撞的设施、设备和专用航标应当与海洋工程、海岸工程同时设计、同时施工、同时投入生产和使用。

Article 6: The construction and operation of marine and coastal engineering projects may affect the safety of maritime traffic, therefore the construction unit, the owner or operator shall, depending on the situation, equip them with facilities and equipment to prevent collisions and establish specialized navigational aids. The facilities and equipment for preventing collisions include construction facilities, equipment, as well as the monitoring and warning systems.

Facilities, equipment, and specialized navigational aids for preventing collisions from ships should be designed, constructed, put into production and service simultaneously with the marine and coastal engineering.

第七条 海洋工程、海岸工程的建设单位、施工单位、所有人或者经营人需要设置临时航标的，应当提前向海事管理机构提供拟设航标的位置、类型、灯质等必要信息。海事管理机构综合考虑工程特点及附近水域的通航安全情况，确定临时航标的设置点。

临时航标使用期限应当不超过 30 日，使用期满后应当立即自行撤除。超过使用期限且需继续使用的，海洋工程、海岸工程的建设单位、所有人或者经营人应当依法向海事管理机构申请办理专用航标设置、撤除、位置移动和其他状况改变审批。

Article 7: If the construction unit, the owner or operator of marine engineering or coastal engineering needs to set up temporary navigation aids, they shall provide necessary information such as the position, type, light character of the proposed navigation aids to the MSA in advance. The MSA shall comprehensively consider the characteristics of the project and the navigation safety conditions of the adjacent waters to determine the setting positions of the temporary navigational aids.

The period of use of temporary navigational aids shall not exceed 30 days, and they shall be immediately removed voluntarily after the expiration of the period of use. If the use period has exceeded and the temporary navigational aids need continue to be used, the construction unit, owner or operator of marine engineering and coastal engineering shall apply to the MSA for approval of the establishment, removal, movement, and other changes in conditions of the special navigational aids in accordance with the law.

第八条 船舶航行、停泊和作业应当保持足够的富余水深。

在港珠澳大桥至深中通道之间水域航行时，船舶保留的富余水深应当不小于实际吃水的 12%。

在深中通道以北水域航行时，船舶保留的富余水深应当不小于实际吃水的 10%。

在珠海高栏港区航道、港池水域航行时，船舶保留的富余水深应当不小于实际吃水的 10%，且不小于 0.5 米，但 10 万载重吨以上危险品船舶保留的富余水深应当不小于船舶实际吃水的 12%；载运散装液化天然气船舶航行时保留的富余水深应当不小于实际吃水的 15%，在停泊期间保留的富余水深应当不小于实际吃水的 10%，且不小于 1.0 米。

Article 8: Ships shall maintain sufficient under keel clearance (UKC) during navigation, berthing, and operations.

When navigating in the water area between the Hong Kong-Zhuhai-Macao Bridge and the Shen Zhong Passage, the UKC retained by the ship should not be less than 12% of her actual draft.

When sailing in the waters north of the Shen Zhong Passage, the UKC reserved by the ship should not be less than 10% of her actual draft.

When sailing in the fairways and harbor areas of Gaolan Port in Zhuhai, the reserved UKC should not be less than 10% of the ship's actual draft and shall in no case be less than 0.5 meters. However, the UKC reserved by dangerous goods ships over 100,000 DWT should not be less than 12% of their actual drafts; For the ships carrying bulk liquefied natural gas, the retained UKC shall not be less than 15% of their actual draft when navigating, and not be less than 10% of their actual draft when mooring, and shall in no case be less than 1.0 meter.

第九条 船舶沿航道行驶时,只要安全可行,应当尽量靠近本船右舷的该航道的外缘行驶。

靠近航道外边缘航行的船舶,其航向应当与邻近航道一侧的交通流向保持一致。

吃水3米以下的船舶顺广州港出海航道、高栏港主航道航行时,应当在航道灯浮连线20米外的水域行驶。

吃水3米至5米的船舶使用广州港出海航道、高栏港主航道时,不得妨碍广州港出海航道、高栏港主航道其他船舶的正常航行。当有限于吃水的船舶驶近时,若环境允许,应当及早驶离至本船右舷一侧的航道灯浮连线20米外的水域行驶。

Article 9: A ship proceeding along a fairway shall keep as near to the outer limit of the fairway which lies on her starboard side as is safe and practicable.

Ships proceeding near the outer limit of the fairway should maintain their courses in consistent with the general direction of traffic flow which on their adjacent side of the fairway.

Ships with drafts less than 3 meters proceeding along the Guangzhou Port seaward fairway and the main channel of Gaolan Port shall navigate outside the channel in the water area 20 meters away from the joining lines of the light buoy .

When ships with drafts of 3 to 5 meters use the Guangzhou Port seaward fairway and the main channel of Gaolan Port, they shall not impede the normal navigation of other ships that proceeding within the channel. When ships constrained by their draughts approaching, if the circumstances permit, ships with drafts of 3 to 5 meters proceeding along the channel shall sail out of the channel from their starboard side as soon as possible and navigate in the water area 20 meters away from the joining line of the light buoy.

第十条 船舶驶入或者驶出航道时，应当避让顺航道航行的船舶。

驶入或者驶出航道的船舶，如只有在顺航道航行船舶采取行动才能安全通过时，则该船应当与顺航道航行船舶联系，表明其意图；顺航道航行船舶如果同意，应当明确回应，并采取使其能安全通过的措施。

Article 10: When a ship enters or exits a fairway, it shall keep out of the way of the ship sailing along the fairway.

If a ship entering or exiting the fairway can only pass safely under the cooperation action taken by the ship navigate along the fairway, she should contact the ship navigating along the route to indicate her intention; If the ship navigating along the fairway agrees, she shall respond clearly and take measures to enable the other ship entering or exiting the fairway safely.

第十一条 船舶在横越航道前，应当观察周围环境，确认无碍他船航行时，方可横越。船舶横越航道时，应当按下列规定避让：

（一）主动避让顺航道航行船舶；

（二）在横越前鸣放声号一长声，夜间可采取灯光警示等措施，以引起他船注意；

（三）尽可能用与航道船舶总流向成直角的航向穿越，并避免横越他船船首。

Article 11: Ships shall observe the surrounding environment and confirm that there is no obstruction to the navigation of other ships before crossing. When a ship crosses a fairway, she should avoid collision with other ships in accordance with the following regulations:

(1) Proactively avoiding collision with ships sailing along the fairway;

(2) Sound one prolonged blast before crossing, and take measures such as light warnings at night to attract the attention of other ships;

(3) Cross with a course as nearly as practicable at a right angle to the general direction of the traffic flow and avoid crossing the bow of other ships.

第十二条 船舶应当避免在航道转弯处会船。

禁止船舶在崖门出海航道转弯处会船。在该水域两船相遇时，逆水船应当让顺水船先通过；平流时，南向船应当让北向船先通过。

禁止船舶在高栏港主航道、崖门出海航道 Y1 号灯浮至 Y17 号灯浮水域并列行驶。

Article 12: Ships shall avoid meeting at turns of the fairway.

Ships are prohibited from meeting at the turns of the Yamen seaward fairway. When ships meet in this water area, the upstream ships shall allow the downstream ship pass first. And during slack water, the southbound ship should allow the northbound ship to pass first.

Ships are prohibited from navigating in parallel in the waters of the main channel of Gaolan Port and the Yamen seaward fairway from light buoy Y1 to Y17.

第十三条 禁止船舶在大濠洲航道南段(黄埔大桥以南)、赤沙航道北段(赤沙航道转向点以北)、新沙航道、莲花山东航道、莲花山西航道追越他船，高速客船除外。

船舶使用川鼻航道时，只要安全可行，应当避免驶出航道追越他船，高速客船除外。

Article 13: Except for high-speed passenger ships, ships are prohibited from overtaking other ships in the southern section of the Dahaozhou fairway (south of the Huangpu Bridge), the northern section of the Chisha Fairway (north of the turning point of the Chisha fairway), the Xinsha fairway, the Lianhuashan east and west fairway.

Except for high-speed passenger ships, ships using the Chuanbi fairway should, as long as it is safe and practicable, avoid overtaking other ships by way of sailing out of the fairway.

第十四条 船舶应当避免在叉河口或者狭窄、弯曲航段掉头。

他船与在掉头区内掉头的船舶会遇时，应当主动避让掉头船舶；船舶在掉头区以外的水域掉头时，不得妨碍他船正常航行。

掉头的船舶应当按规定显示号灯、号型，鸣放声号，密切注意周围环境。

Article 14: Ships shall avoid turning around at estuaries or narrow, curved sections.. When encountering a ship turning around in the turning area, the other vessel should proactively avoid collision with the turning ship; When a ship turning around in the waters outside the turning area, she shall not impede the normal navigation of other ships.

Ships turning around should display lights signal and shapes in accordance with regulations, give sound signals, and pay close attention to the surrounding environment.

第十五条 船舶航行时，应当遵守海事管理机构公布的限速规定。

船舶航经航道弯曲航段、交通密集区、船坞、船舶装卸区、施工区或者满载小船时，应当慢速通过，以策安全。

船舶在港珠澳大桥至深中通道之间水域航行时，航速不得超过 15 节；船舶在深中通道以北水域、珠海港主航道铁炉湾防波堤以内航道航行时，航速不得超过 12 节。高速客船除外。

船舶在广州港出海航道、崖门出海航道航行时，只要安全可行，航速不应当低于 5 节。

Article 15: Ships shall comply with the speed restriction regulations which published by the MSA when navigating.

When ships navigating through curved sections of fairways, dense traffic areas, shipyards, loading and unloading areas, construction areas, or passing fully loaded small ships, they should pass slowly to ensure safety.

When sailing in the waters between the Hong Kong-Zhuhai-Macao bridge and the Shen Zhong passage, ships' speed shall not exceed 15 knots; When sailing in the waters north of the Shen Zhong fairway and within the Tie Lu Wan breakwater of the main channel of Zhuhai port, ships' speed shall not exceed 12 knots. Excluding high-speed passenger ships.

When sailing in the Guangzhou Port seaward fairway and Yamen seaward fairway, as long as it is safe and feasible, ships' speed should not be less than 5 knots.

第十六条 能见度不良时，船舶应当备车、备锚，谨慎驾驶，使用安全航速，加强瞭望，注意与附近行驶船舶的联系，并按规定鸣放雾号。

船舶航经水域的能见度小于 2000 米时，航速不得超过 10 节。

码头、锚地或者系船浮筒等停泊点所在水域的能见度小于 1000 米时，禁止船舶离泊航行。

船舶航经或者拟航经水域的能见度小于 1000 米时，船舶应当特别谨慎。若环境允许，应当及时驶离航道就近选择水域停泊，并向海事管理机构报告。

高速客船不受本条第二、第三款限制，但码头、锚地或者系船浮筒等停泊点所在水域能见度小于 500 米时，禁止高速客船离泊航行。

邮轮制定并落实安全保障措施和应急预案的情况下，可免受本条第二、第三款的约束，但应当提前向海事管理机构报告。

Article 16: When the visibility is poor, ships shall prepare engine and anchor, navigate with caution, use safe speed, strengthen lookout, communicate with nearby ships, and sound fog signals in accordance with the regulations.

When ships passing through the waters where the visibility is less than 2,000 meters, they shall navigate with a speed not exceeding 10 knots.

When the visibility of the waters where the dock, anchorage, or mooring buoy is located is less than 1000 meters, ships are prohibited from leaving the berth for navigation.

When the visibility of the waters through which a ship is sailing or intended to sail is less than 1000 meters, the ship should exercise great caution. If the circumstance permits, she should promptly leave the fairway, choose the nearest water area for anchoring and report to MSA at the same time.

High speed passenger ships are exempted from the restrictions of the second and third paragraphs of this article, but when the visibility of the waters where the dock,

anchorage, or mooring buoy is located is less than 500 meters, the high-speed passenger ships are prohibited from leaving the berth for navigation.

When a cruise ship formulates and implements safety measures and emergency plans, it may be exempted from the constraints of the second and third paragraphs of this article, however she shall report to the MSA in advance.

第十七条 船舶不得在下列水域锚泊:

- (一) 公布的航道、港池（靠离泊、应急需要时除外）；
- (二) 桥区水域；
- (三) 叉河口水域（应急需要除外）；
- (四) 海底管线保护区；
- (五) 高栏港主航道 1 号灯浮至 12 号灯浮航道两侧各 500 米范围内；
- (六) 高栏港铁炉湾防波堤以内航道、崖门出海航道两侧各 200 米范围内。

Article 17: Ships are prohibited from anchoring in the following waters:

- (1) Announced fairways and harbors (excluding berthing/unberthing or emergency needs);
- (2) Bridge areas;
- (3) Bifurcation area (excluding emergency needs);
- (4) Submarine pipeline protection area;
- (5) The main channel of Gaolan port within a range of 500 meters on either side of the channel from light buoy No.1 to No.12;
- (6) Fairway within Tie Lu Wan breakwater of Gaolan port and the waters within a range of 200 meters on each side of the Yamen seaward fairway.

第十八条 禁止在航道、锚地、码头前沿停泊水域、桥区水域从事养殖、种植等可能影响通航安全的活动。

Article 18: It is prohibited to engage in activities such as aquaculture or planting that may affect the navigation safety in fairways, anchorages, stopping areas in front of docks, and bridge areas.

第十九条 船舶为避免紧迫危险采取行动, 或者执行公务、实施抢险及救助活动时, 可不受本规定有关限速、掉头、追越、并列行驶、能见度不良条款的约束。

经批准从事水上水下作业和活动的船舶, 在批准水域内可不受本规定有关禁止锚泊、掉头条款的限制。

Article 19: Ships may not be bound by the articles regarding speed restriction, turn around, overtaking, parallel navigating and restricted visibility when they taking

actions to avoid immediate danger, or performing official duties, or carrying out rescue and salvage activities.

Ships approved to engage in water surface and underwater operations and activities may not be subject to the restrictions of the articles regarding the prohibition of anchoring and turning around within the approved waters.

第二十条 拟进入广州港出海航道、珠海高栏港主航道且大于 5 万吨级的船舶，应当提前进行车、舵、通信和应急设备等的测试，确保其处于良好的技术状态。

前款规定的船舶向有关船舶交通管理中心进行航行计划预报时，应当确认已按照前款要求进行测试。

Article 20: Ships over 50,000 DWT intending to enter Guangzhou Port seaward fairway and the main channel of Gaolan Port shall perform tests on their engines, steering gears, communication and emergency equipment in advance to ensure that they are in good technical condition.

Ships specified in the preceding paragraph shall confirm that the test has been conducted in accordance with the requirements of the preceding paragraph when they reporting their voyage plans to VTS center.

第二十一条 船舶、设施发生水上交通事故或者影响安全航行的设备故障时，应当采取相应安全措施，尽可能驶离航道，播报船舶动态，并及时向辖区海事管理机构报告。

Article 21: In the event of a water traffic accident or equipment malfunction that affects safe navigation, ships or facilities shall take corresponding safety measures, sail away from the fairway as far as possible, broadcast ship's dynamic information, and promptly report to the MSA in the jurisdiction.

第二十二条 禁止船舶穿越非通航桥孔航行。

船舶进出桥梁通航孔所在航道，应当备车航行，加强瞭望，谨慎驾驶，提前了解水域范围内的交通状况，保持航行设备、通导设备及应急设备处于良好工作状态；及早与过往船舶取得联系，明确各自动态及会让意图。

Article 22: Ships are prohibited from crossing non-navigable bridge openings for navigation.

Ships entering and exiting the fairway where the bridge navigation opening is located should prepare engine, strengthen lookout, navigate with caution, learn the traffic conditions within the water area in advance, and keep navigation equipment, communication equipment, and emergency equipment in good working condition.

Establish contact with passing ships as early as possible in order to clarify their respective dynamics and intentions.

第二十三条 船舶通过桥梁前，应当根据本船的吨位和桥梁通航孔的技术尺度，使用适合本船安全通过的通航孔航道，保留足够的富余高度。

船舶航经单向通航桥孔时，应当沿桥梁航道中轴线航行；航经双向通航桥孔时，应当避免在桥孔下方会遇，无法避免时，尽可能靠右航行，并与桥墩边缘保持足够的安全间距。

Article 23: Before a ship passes through a bridge, she shall select suitable bridge opening for safe passage based on her tonnage and the technical scale of the bridge opening, and retain sufficient height clearance.

When ships pass through one-way navigation bridge openings, they should navigate along the central axis of the bridge channel; When passing through a two-way navigation bridge opening, it is necessary to avoid meeting under the bridge opening. Where it is unavoidable, ships shall endeavor to navigate to her starboard side and maintain sufficient safety distance from the edge of the bridge pier.

第二十四条 除应急处置、执行公务，以及依法经海事管理机构许可的水上水下作业和活动外，船舶、设施不得进入深中通道、黄茅海跨海通道非通航桥孔桥梁轴线两侧各 1000 米以内水域。

Article 24: Except for emergency response, performing official duties, water surface and underwater operations and activities authorized by MSA in accordance with the law, ships and facilities shall not enter the waters within 1,000 meters on either side of the axis of non-navigable bridge openings of the Shen Zhong passage and Huang Mao Hai cross sea passage.

第二十五条 船舶应当避免驶入海上风电场、海洋牧场水域。

船舶航经海上风电场、海洋牧场附近水域时，应当加强瞭望，谨慎驾驶。紧急锚泊时，应当尽量远离海上风电场、海洋牧场水域，并立即向海事管理机构报告，按照规定显示号灯号型。

Article 25: Ships shall avoid entering the waters of offshore wind farms and marine farms.

When ships pass through the waters near offshore wind farms and marine farms, they should strengthen their lookout and navigate with caution. When anchoring under emergency situation, they shall stay as far away from the offshore wind farms and marine farms as possible, promptly report to MSA, and display lights and shapes in accordance with the regulations.

第二十六条 海上水面自主航行船舶和海洋装备在试验前应当制定活动方案、安全保障方案和应急预案，并按规定向始发地、试验活动水域所在地海事管理机构报告。试验活动应当在海事管理机构核定和公布的试验水域范围内进行。

Article 26: The activity plans, safety guarantee plans, and emergency response plans shall be developed and reported to MSA of the place of origin and the location of the water area where testing activity is performed in accordance with the regulations before trial of maritime autonomous surface ships and marine equipment. The experimental activities shall be conducted within the scope of the water area which is approved and published by the MSA.

第二十七条 自卸砂（石）船在航行过程中，应当遵守下列规定：

- (一) 输送臂应当收缩至最短并降至最低；
- (二) 船首龙门架应当放至最低；
- (三) 夜间或者能见度不良时，应当在输送臂前端位置显示白色环照灯一盏。

Article 27: A self-dumping sand (stone) ship shall follow the regulations below when navigating:

- (1) The convey arm should be contracted to the shortest and lowered to the lowest point;
- (2) The bow gantry should be lowered to the lowest position;
- (3) A white all-round light should be exhibited at the front end of the convey arm at night or when the visibility is poor.

第二十八条 高速船与他船会遇时，应当主动避让他船。

高速船之间的会遇，按《1972年国际海上避碰规则》规定进行避让。

Article 28: When a high-speed ship encounters another ship, it shall proactively avoid collision with the other ship.

Collision avoidance measures shall be taken in accordance with the provisions of the COLREGS when high-speed ships encounter each other.

第二十九条 在船人员在未设置舷墙、栏杆等船员保护设施的开敞甲板活动或者在舷外进行作业时，应当规范穿着救生衣。

开敞式船艇航行、停泊、作业时，船艇上的人员应当规范穿着救生衣。

除实施抢险及救助活动外，在航船舶的附属艇筏、吊杆等不得伸出舷外。

Article 29: When onboard personnel engage in activities on open decks without crew protection facilities such as bulwarks and railings, or working over-side, they shall wear life jackets in a standardized manner.

During the navigation, berthing, and operation of open boats, personnel on the boat should wear life jackets in a standardized manner.

Except for carrying out rescue and salvage activities, the auxiliary boats, rafts, and derricks of the ship in transit shall not extend beyond the ship's hull.

第三十条 本规定下列用语的含义：

(一) 特别监管区，是指珠江口 $21^{\circ} 45' 00.0''$ N 纬度线以北， $112^{\circ} 59' 30''$ E 经度线以东， $114^{\circ} 30' 08.8''$ E 经度线以西和广州港黄埔大桥以南的广东海事局管辖的海区水域范围，即上述边界与以下河口界线范围内的水域：

1. 沙湾水道， $22^{\circ} 53' 28''$ N/ $113^{\circ} 30' 45''$ E 与 $22^{\circ} 52' 30''$ N/ $113^{\circ} 30' 45''$ E 连线；
2. 蕉门河口， $22^{\circ} 44' 56''$ N/ $113^{\circ} 33' 27''$ E 与 $22^{\circ} 44' 32''$ N/ $113^{\circ} 32' 58''$ E 连线；
3. 洪奇沥， $22^{\circ} 33' 24''$ N/ $113^{\circ} 37' 12''$ E 与 $22^{\circ} 33' 48''$ N/ $113^{\circ} 38' 6''$ E 连线；
4. 横门，横门岛（蚁洲）东端 ($22^{\circ} 33' 54''$ N/ $113^{\circ} 35' 42''$ E) 与横门岛（蚁洲）南端 ($22^{\circ} 33' 25''$ N/ $113^{\circ} 34' 42''$ E) 及 $22^{\circ} 33' 14''$ N/ $113^{\circ} 34' 30''$ E 连线；
5. 磨刀门，三灶岛尖峰顶的东角咀 ($22^{\circ} 4' 10''$ N/ $113^{\circ} 24' 50''$ E) 至大横琴塔石角 ($22^{\circ} 05' 12''$ N/ $113^{\circ} 28' 48''$ E) 连线以南；小横琴岛的北山咀 ($22^{\circ} 09' 26''$ N/ $113^{\circ} 31' 52''$ E) 与湾仔镇南 ($22^{\circ} 11' 15''$ N/ $113^{\circ} 31' 14''$ E) 连线；
6. 鸡啼门，大木乃南端 ($22^{\circ} 02' 28''$ N/ $113^{\circ} 17' 04''$ E) 至大箕湾银屏咀 ($22^{\circ} 00' 18''$ N/ $113^{\circ} 15' 00''$ E) 连线；
7. 虎跳门、崖门，小雷珠岛 ($22^{\circ} 11' 36''$ N/ $113^{\circ} 06' 32''$ E) 至白塔交杯石 ($22^{\circ} 12' 10''$ N/ $113^{\circ} 04' 52''$) 连线；
8. 太平口，沙角码头内侧 ($22^{\circ} 45' 44''$ N/ $113^{\circ} 39' 25.5''$ E) 至亚娘鞋岛的上围角 ($22^{\circ} 47' 43''$ N/ $113^{\circ} 37' 56''$ E) 连线；
9. 仙屋涌口，原虎门轮渡码头 ($22^{\circ} 49' 03''$ N/ $113^{\circ} 36' 36''$ E) 与虎门电厂码头 ($22^{\circ} 48' 35''$ N/ $113^{\circ} 36' 48''$ E) 连线；
10. 东莞江口，坭洲头灯桩 ($22^{\circ} 54' 00''$ N/ $113^{\circ} 34' 30''$ E) 与华润水泥厂码头 ($22^{\circ} 53' 36''$ N/ $113^{\circ} 34' 54''$ E) 连线；
11. 淡水河口，北岸转角 ($22^{\circ} 58' 18''$ N/ $113^{\circ} 33' 00''$ E) 与南岸河口水闸 ($22^{\circ} 58' 00''$ N/ $113^{\circ} 33' 6''$ E) 连线；
12. 麻涌河口，四航局预制厂码头 ($23^{\circ} 02' 6''$ N/ $113^{\circ} 31' 36''$ E) 与新沙驳船码头 ($23^{\circ} 02' 13''$ N/ $113^{\circ} 31' 30''$ E) 连线；
13. 东江口，东江口铁路桥。

(二) 广州港出海航道，是指从马友石灯船至西基掉头区的主航道，包括伶仃航道、川鼻航道、大虎航道、坭洲航道、莲花山东航道、新沙航道。

(三)海上水面自主航行船舶,是指在不同程度上可以独立于人员干预运行的船舶。

Article 30: The meanings of the following terms in this provision:

1. The Special Supervision Area refers to the sea area under the jurisdiction of Guangdong MSA north of latitude $21^{\circ}45'00.0''$ N, east of longitude $112^{\circ}59'30''$ E, west of longitude $114^{\circ}30'08.8''$ E and south of the Huangpu Bridge in Guangzhou Port, i.e, the waters within the above boundary and the following estuary boundaries:

- (1) Shawan Waterway, connecting $22^{\circ}53'28''$ N/ $113^{\circ}30'45''$ E with $22^{\circ}52'30''$ N/ $113^{\circ}30'45''$ E;
- (2) Jiaomen River Estuary, the line connecting $22^{\circ}44'56''$ N/ $113^{\circ}33'27''$ E with $22^{\circ}44'32''$ N/ $113^{\circ}32'58''$ E;
- (3) Hong Qili, the line connecting $22^{\circ}33'24''$ N/ $113^{\circ}37'12''$ E with $22^{\circ}33'48''$ N/ $113^{\circ}38'6''$ E;
- (4) Hengmen, the line connecting the eastern end of Hengmen Island (Yi Zhou) ($22^{\circ}33'54''$ N/ $113^{\circ}35'42''$ E) with the southern end of Hengmen Island (Yi Zhou) ($22^{\circ}33'25''$ N/ $113^{\circ}34'42''$ E) and $22^{\circ}33'14''$ N/ $113^{\circ}34'30''$ E;
- (5) Mo Dao Men, south of the line connecting the eastern corner of Sanzao Island Peak ($22^{\circ}4'10''$ N/ $113^{\circ}24'50''$ E) to the Tashijiao of Dahengqin Island ($22^{\circ}05'12''$ N/ $113^{\circ}28'48''$ E); The line connecting North Mountain of Xiaohengqin Island ($22^{\circ}09'26''$ N/ $113^{\circ}31'52''$ E) with the South of Wanzai Town ($22^{\circ}11'15''$ N/ $113^{\circ}31'14''$ E);
- (6) Jiti Men, the line connecting the southern end of Da Mu Nai ($22^{\circ}02'28''$ N/ $113^{\circ}17'04''$ E) to Yin Ping Ju in Da Ji Wan ($22^{\circ}00'18''$ N/ $113^{\circ}15'00''$ E);
- (7) Hutiao Men, Ya Men, the line connecting Xiaoleizhu Island ($22^{\circ}11'36''$ N/ $113^{\circ}06'32''$ E) with Baita Jiaobei Stone ($22^{\circ}12'10''$ N/ $113^{\circ}04'52''$);
- (8) Taipingkou, the line connecting the inner side of Shajiao Wharf ($22^{\circ}45'44''$ N/ $113^{\circ}39'25.5''$ E) with the upper perimeter of Yaniang Xie Island ($22^{\circ}47'43''$ N/ $113^{\circ}37'56''$ E);
- (9) Xianwu Yongkou, the line connecting the original Humen Ferry Terminal ($22^{\circ}49'03''$ N/ $113^{\circ}36'36''$ E) with the Humen Power Plant Terminal ($22^{\circ}48'35''$ N/ $113^{\circ}36'48''$ E);
- (10) Dongguan River Estuary, the line connecting Nizhoutou light beacon ($22^{\circ}54'00''$ N/ $113^{\circ}34'30''$ E) with the Huarun Cement Plant dock ($22^{\circ}53'36''$ N/ $113^{\circ}34'54''$ E);
- (11) Danshui River Estuary, the line connecting north bank corner ($22^{\circ}58'18''$ N/ $113^{\circ}33'00''$ E) with the south bank mouth water gate ($22^{\circ}58'00''$ N/ $113^{\circ}33'6''$ E);

- (12) Machong River Estuary, the line connecting the dock of prefabrication plant of The Fourth Navigation Bureau (23 ° 02'6 "N/113 ° 31'36" E) with the Xinsha barge dock (23 ° 02'13 "N/113 ° 31'30" E;
- (13) Dongjiang estuary, Dongjiangkou Railway Bridge.

2. The Guangzhou Port seaward fairway refers to the main channel from Mayushi Light vessel to Xiji Turning Area, including Lingding Channel, Chuanbi Channel, Dahu Channel, Nizhou Channel, Lianhua East Channel, and Xinsha Channel.
3. Maritime autonomous surface ships refer to ships that can operate independently of human intervention to varying degrees.

第三十一条 本规定未列有关船舶航行安全的事项，按照《1972年国际海上避碰规则》等有关规定执行。

使用大濠水道船舶分道通航制区域的船舶，应当遵守《1972年国际海上避碰规则》第十条关于分道通航制的规定。

Article 31: Matters related to ship navigation safety that are not listed in this provision shall be implemented in accordance with relevant regulations such as the COLREGS.

Ships using the TSS in Dahao fairway shall comply with the provisions of Rule 10 of the COLREGS regarding TSS.

第三十二条 涉及特别监管区水上交通安全监督管理，《港珠澳大桥广东水域通航安全管理方法》另有规定的，依照其规定执行；《广东海事局辖区船舶安全航行规定》与本规定不一致的，以本规定为准。

Article 32: If there are other applicable provisions in the “Measures for the administration of Navigation Safety in Guangdong Waters of Hong Kong-Zhuhai-Macao Bridge” (Measures) concerning the supervision and management of water traffic safety in the Special Supervision Areas, they shall be implemented in accordance with the Measures; In case of any inconsistency between the “Regulations on Safe Navigation of Ships under the Jurisdiction of Guangdong MSA” and this provision, this provision shall prevail.

第三十三条 本规定自2024年7月1日起试行，有效期2年。

Article 33: This provision shall be implemented on a trial basis from July 1, 2024, and shall be valid for two years.